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CLASSIFICATION **SECRET**COUNTRY Soviet Zone of Germany

REPORT NO.

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TOPIC Staaken AirfieldEVALUATION 25X1PLACE OBTAINED DATE OF CONTENT 27 January to 10 February 1950 25X1DATE OBTAINED DATE PREPARED 29 March 1950REFERENCES 25X1PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

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1. On 27 January 1950 nine green twin-engine low-wing monoplanes with single rudder assembly and white figures and another plane with silver sheen were parked in front of the flight control station of the Staaken (N 53/Z 65) airfield. The yellow lateral stripes previously seen on the rudder assembly was not noticed. A twin-engine low-wing monoplane made continual local flights between 2 and 2 p.m. in cloudless but hazy weather. During the flying the plane occasionally taxied to the northern edge of the field where some tank trucks and other motor vehicles were parked, or it zoomed off without landing though being close above the ground.

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2. There was flying with two biplanes, two high-wing monoplanes and two twin-engine low-wing monoplanes with single rudder assembly between 11 a.m. and 1 p.m. on 3 February 1950 in cloudless weather and a 4-km visibility range.

a. Eight to ten twin-engine low-wing monoplanes with red propeller hubs, one with a silver sheen and the others in color, were parked in front of the flight control station.

b. The first twin-engine low-wing monoplane with the figure 7 on the rudder assembly, seven windows and a door at the right side, took off at 11 a.m. Shortly afterwards the second plane with the figure 10 on the rudder assembly and the following distinguishing features took off:

Six windows and a door at the left side and two white quadrilaterals painted on the rudder assembly, one above the other. The planes stayed in the air for 15 to 20 minutes. The two biplanes, U-2s, which had a two-man crew, and tandem seats, made local flights.

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c. Description of high-wing monoplanes: Closed glass cockpit under wings, box-like fuselage, cockpit sloping to the rear, leading edge of wing notched over cockpit, landing gear in line with leading edge of wings. The planes took off from west to east. Several tank trucks, an ambulance and two trucks were standing at the take-off point.

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3. Six to eight twin-engine low-wing monoplanes were parked in front of the flight control station on 10 February 1950. The planes made local flights between 12:30 and 2 p.m. A silver craft of the same type was boarded by 15 to 20 men, taxied to the eastern edge of the field, took off and, shortly after lifting off the ground, touched ground again and taxied along the field beyond its border far into the adjacent fields. It then taxied back to the take-off point and, after the landing gear was checked, took off without difficulties about 1:30 p.m. heading west-southwest. The plane had seven windows at the left side, six windows and a door at the right side, and a red figure on the rudder assembly.
4. The E-W runway was marked by 24 branches, about 50 meters apart, stuck into the ground.
5. On 10 February 1950 six twin-engine DC-3 transports with red propeller hubs and a stripe about 10x40 centimeters on the movable section of the rudder assembly, were parked in front of the closed hangars of the field. The planes made flights in the morning at long intervals. They climbed to an altitude of about 1,000 meters, headed westward, returned 30 to 35 minutes later, made a landing approach and zoomed upward again. This was repeated. (This information was verified by the observation of the figures on the planes.) During flying, soldiers moved between the two radio stations west of the field. Local flights were practiced in connection with radio communication.
6. Two DC-3s without paint landed at the field and parked in front of the hangars. A high-wing monoplane with glazed cockpit, conspicuously high landing gear and in-line engine was also parked there. The fuel dump on the northern edge of the field was strictly guarded. The field railroad spur track was rusty.

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Comment:

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a. the field was occupied by

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twin-engine aircraft, some I0-2s and some high-wing monoplanes. According to previous information, the twin-engine aircraft are assigned to a transport unit [redacted]. The unit was previously stationed in Schoenwalde.

b. The twin-engine planes are, according to the given description, LI-2s. The planes with the doorf on the left side are possibly Yak-16s and the high-wing monoplanes Yak-14s.

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